

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1A

COUNTRY	East Germany	REPORT NO.	[REDACTED]
TOPIC	Tutow Airfield		
EVALUATION	[REDACTED] 25X1X	PLACE OBTAINED	[REDACTED] 25X1A
DATE OF CONTENT	[REDACTED]		
DATE OBTAINED	[REDACTED] 25X1A	DATE PREPARED	3 July 1953
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

SOURCE [REDACTED] 25X1X

1. In early May 1953, construction work started at Tutow airfield. Surveying and earth work was observed. In mid-May, many modern machines from the villages of Tutow, Kruckow and Zemmin were used for the shifting of earth at the field. Surveying markers were observed northeast of Ueckeritz extending in southeast-northwest direction.
2. After mid-May, there were three conferences attended by representatives of the Energie Nord Agency and the Rostock and Wismar Bauunions concerning the establishment of three transformer stations at Tutow airfield. According to construction plans observed during the conferences, the runway is to be 80 meters wide and 3,500 meters long and covered with a concrete layer. The runway begins about 800 meters northwest of Kruckow farm, extends toward the northwest, along the southern edge of the former southern airfield, crosses the Kuckucksgraben, a ditch west of Lake Wittenwerder, and terminates about 700 meters north of Ueckeritz. Large-scale construction work originally planned had to be cancelled because work at the field was ordered to be completed within a very short period. It was difficult to hire the total of 200 laborers who had started excavating. Before work on the new runway could start, the single-track spur track to Tutow railroad station had to be shifted. As this problem could not be solved as yet, the location of the planned three transformer stations could not be decided.
3. On 17 May, laborers were engaged in excavating work on many points of the concrete road in the former barracks area, which was still intact in late April. Source assumed that the road was to be demolished and that the debris along with the rubbish of the destroyed hangars and buildings, would be used for filling the Kuckucksgraben and the runway bed. He did not obtain any information as to whether a new taxiway was to be built. However, he believed that the intact taxiway northwest of Tutow, along the former hangars would be included in the new field area. The old take-off strips on the two former landing fields were still covered with grass. As yet these two fields had not been released for cultivation.

25X1A 4. [REDACTED] when going from Tutow to Ueckeritz May, who said that the entire field area was declared off limits.


25X1A [REDACTED] Comment. Construction work at Tutow airfield which has been planned for a long period apparently was started by a small number of workers. The information on size and course of the runway requires confirmation. For terrain points mentioned, see

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(362)

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 2 -

 25X1A

map GSGS 4414, sheet 2045.

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